





## Intimations.

**DAKIN BROS. OF CHINA, LIMITED.**  
DISPENSING CHEMISTS.

WINE AND SPIRIT DEPARTMENT.

**WHISKY, SCOTCH. F. O. S. DAKIN.**

A blend of the finest Whiskies produced in Scotland, fully matured in wood before bottling. White Capable \$10 per dozen, \$1 per bottle.

**BEN-AVON**—A perfectly pure clean spirit with a dist. of sweet taste; entirely free from fusel oil or other deleterious substance.

Square bottle, Gold Capsule, \$7 per dozen 65 cents per bottle.

**DAKIN BROS. OF CHINA, LIMITED.**

(Telephone No. 60)

Nos. 23 & 24, QUEEN'S ROAD CENTRAL.  
Hongkong, 20th October, 1890.

## WINES AND SPIRITS.

BY APPOINTMENT.

**A. S. WATSON & CO., LD.**  
(ESTABLISHED A.D. 1841.)  
HONGKONG.

WE invite attention to the following old brandies, all of which are of excellent quality and good value for the money. The same being specially selected by our London House, and brought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired. Orders through Local Post or by Telegram receive prompt attention.

**PORTS.** (For Invalids and general use.)

	Per Case.	Per Bot.
A. Alto Douro, good quality, Red Capsule	\$10	\$1.00
B. Vintage, Superior quality, Red Capsule	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50
<b>SHERIES.</b>		
A. Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C. Mantanilla, Pale Natural Sherry, White Capsule	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00
D. Very Superior Old Pale Dry, choice old wine, White Seal Capsule	10	1.00
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.50
<b>CLARETS.</b>		
A. Superior Breakfast Claret, Red Capsule	\$4.50	\$4.50
B. St. Estephe, Red Capsule	4	5.00
C. St. Julien	7	7.50
D. La Rose	11	12.00
<b>BRANDY.</b>		
A. Hennessy's Old Pale, Red Capsule	\$13	\$1.10
B. Superior Very Old Cognac, Red Capsule	14	1.25
C. Very Old Liqueur Cognac, Red Capsule	18	1.50
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vin. label, Red Capsule	24	2.00
<b>SCOTCH WHISKY.</b>		
A. The Black & White Capsule	8	0.75
B. Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C. Watson's Abouloir-Glenorchy, Red Capsule, with Name and Trade Mark	8	0.75
D. Watson's H. K. D. Blend of the Finest Scotch Whiskies, Violet Capsule	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
<b>IRISH WHISKY.</b>		
A. John Jameson's Old, Green Capsule	8	0.75
B. John Jameson's Fine Old, Green Capsule	10	1.00
C. John Jameson's Very Fine Old, Green Capsule	12	1.10
<b>GAMING BOURBON WHISKY.</b>		
A. Fine Old Tom, White Capsule	4.50	0.40
B. Fine Unsweetened, White Capsule	4.50	0.40
C. Fine A. V. H. Geneva	4.25	0.30
<b>RUM.</b>		
A. Finest Old Jamaica, Violet Capsule	12	1.00
B. Good Lowland Island, \$1.50 per Gallon.		
<b>LIQUEURS.</b>		
Benedictine	Maraschino	
Curaçao	Herrings Cherry Cordial	
Chambray	Dr. Senger's Angostura Bitters, &c.	

## BIRTH.

On the 11th inst., at No. 9, Queen's Gardens, the wife of Mr. J. H. GARRELS, of a son.

**The Hongkong Telegraph.**

HONGKONG, WEDNESDAY, NOVEMBER 12, 1890.

## TELEGRAMS.

**IRISH MEMBERS IN THE STATES.**

London, November 10th.  
Messrs. John Dillon and Patrick J. O'Brien returned a good session at Boston.

**STANLEY.**

Stanley brings grave charges against Major Bartlett and Lieutenant Jamieson.

## LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Gwalior* left Bombay on the 8th inst. for this port.

THE Ocean Steamship Co.'s steamer *Victor*, from Liverpool, left Singapore for Hongkong this morning, and is due on the 10th inst.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zeland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

We understand that a circular has been issued to all the Government servants to the effect that if they are known to gamble, or even to go to Kowloon City, they will be discharged.

We omitted to explain in last night's issue that as a full account of the Shanghai Races will be contributed by "An Old Sportsman," we have refrained from publishing the details as given in our northern contemporaries.

COTTON Craster, commander of the staff of Royal Engineers here, leaves for the English mail on Thursday for Singapore, and after inspecting the staff there will proceed home to retire from the service. His successor is not known as yet.

Two months with hard labour was the sentence passed upon two Queen's Road West gambling club managers—who were "nailed" by Inspector Quincey last night, whilst carrying on their nefarious plying—by Mr. Wodehouse at the Magistrate's day.

We understand that a new sugar refinery is to be started somewhere in the Philippines. The report has been pretty considerably, although the fact that there is plenty of room for both manufacturers is shown by the establishment of a similar business in Vancouver, in connection with which the *Batavia* will take a cargo of sugar from Manila this trip.

THE *Daily Press* this morning contains the interesting information that the *Guthrie* came off the ship at Manila on the 7th inst. As she arrived here yesterday the "news" was somewhat stale. We understand that the captain had to leave a bond for \$20,000 with the owners of the *Romulus*, (the vessel that towed her into port when she was lying in imminent danger) to cover the claim for salvage.

It will come as a surprise to many that an omnibus company has been formed amongst some enterprising Chinese, who will soon run two-horse buses from Wanchow to West Point; the line being along Queen's Road East and Central and down the Praya and Bonham Strand. Horses and vehicles will arrive within the next two months, and the Hongkong Bus Co. will be in full operation in the spring of 1891.

LAST night, for the second time, the performance of "Madame Favart" by the "My Sweetheart" Opera Company had to be postponed at the last moment, owing to the illness of Mr. Watson, the pianist. To-morrow evening "The Daughters of the Regiment" will be given, under the patronage of H. B. de la Roche, Commanding the Theatre, and on Saturday, for very pretty but little known opera, "Manola" will be staged; the plot of which we shall give to-morrow for the enlightenment of the multitude.

AT Foochow, owing to the drought, water is said to have become one of the most expensive articles of daily use in the city, the wells are either completely dried up or contain just enough for half a day's use. The canals which penetrate the city from various directions, and usually supply the city people with water, are, however, water carriers are said to be making a fortune, as two buckets of water, containing some five or six gallons, which were obtainable for five or six cash, are now as high as forty cash! The *Echo* sincerely hopes that no fire will occur at present, as it might destroy the whole city.

AN affair which will require official explanation has just come to light. On the 3rd inst. a foreigner named Hoffmann was carried in a chair from the German Tavern in Queen's Road West to the Civil Hospital, and upon arrival at that institution admission was refused upon the grounds that the unfortunate man was "as dead as a door-nail." The body was carried into a mortuary, and there being no room, it was placed in a *Telegraph* van, and the body was carried to the German Consulate this morning, and ascertained that Hoffmann's Imperial German Majesty's representative knows nothing whatever about the sudden demise and pauper funeral of one of his subjects. And why, we humbly ask, has there been no magisterial inquiry into the circumstances connected with this man's death?

LAST evening at about half-past six o'clock fire broke out in the top floor of No. 47 Bonham Strand West. There was a fresh wind blowing in at the time, and as the flames were already shooting out of the roof and windows, the fire broke out in the firemen arrived, it was feared it would be a difficult matter to check it. The Brigade, however, set to work with their usual promptitude and there being an unlimited supply of water close at hand the flames were soon extinguished, but not until the two top floors and the roof had been destroyed. The two top floors were occupied by Messrs. Hoar & Co., agents for the North China Insurance Co., who are also the emigration agents of Messrs. Butterfield & Swire. The building was insured for \$4,500.

THE *Japan Gazette* has been purchased by a syndicate of prominent foreign residents at Yokohama, and an effort is being made to form a similar company to buy out the *Japan Herald*. The price paid for the *Gazette* is not definitely stated, but it is rumoured to be \$50,000, half of which is to be paid in cash, and half in shares in the company. Mr. Walter Denning, a well-known resident of Tokyo, will assume the editorship of the *Gazette* under the new proprietorship, whilst Mr. J. R. Anglin, the former proprietor, will continue to act as business manager. Besides these changes, an addition made to the *Yokohama Press* was advertised to appear on the 1st inst., under the style of *Japan Echo*, a fortnightly illustrated newspaper. The *Echo* is to be published by M. Salabado, and the reported editor is Mr. J. Murdoch, of the Tokyo Higher Middle School, with Mr. Bigot as the illustrious illuminating artist. Mr. Murdoch has, we believe, been previously connected with journalism, and is said to be the author of the book recently published in Tokyo under the title of "Don Juan Grandioso," the well-known printer, of Yokohama, has also caught on to the newspaper mania, and has commenced to publish a small sheet entitled the *Japan Daily Advertiser*, which they distribute gratis.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's steamer *Niam* left Singapore for this port on the 10th inst. at 4 p.m.

A PROCLAMATION issued by the Registrar-General's Department to-day, and posted conspicuously in Bonham Strand, has attracted considerable attention. The "poster" gives the description of three children found upon our cold and inhospitable streets during the past ten days. Three kids in ten days—that's a tall average!

## SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Full Court.)

THE MARINE LOT QUESTION.

Mr. J. A. Crook, Acting Attorney-General, attended to show cause why the rule nisi obtained by Mr. P. Ryrie, as trustee of the City Hall, to restrain the Government from proceeding with the Reclamation works in front of that lot should not be made absolute. Mr. Francis, Q.C. (instructed by Mr. Mossop) appeared for Mr. Ryrie.

The Acting Attorney-General said that the rule had been made on a petition which set forth that the site of the City Hall had been properly leased from the Crown, with all the rights of a marine lot, which rights the Reclamation works were calculated to invade. In their answer to that petition the Government denied that the petitioner even had a right of access to the sea beyond that of the general public; and contended that the work of reclamation was being carried out by virtue of Ordinance 16 of 1879, passed by the Legislative Council. He understood that one of the arguments advanced by the petitioner was that that Ordinance had been passed *ultra vires*, and that it was not binding on the Court. The Legislative Council, he pointed out, derived its power to enact laws from Her Majesty's letters patent, published in May 1858, which set out that the Council might make laws for the peace, order, and good government of the Colony, reserving the right to disallow anything enacted. "The power of the Council," he said, "was not to be exercised in a manner as to show that there was no restriction whatever placed on the power of the Council to enact laws. The Reclamation Ordinance was assented to by the Governor in May 1880. He then quoted a number of cases in which the supreme powers of Colonial Legislatures had been called into question, showing that they did possess such power, and not delegated authority. That being so, and the Ordinance having received the Royal assent, he submitted that the government had full power to carry out the works so sanctioned.

Mr. Francis pointed out that the Queen did not assent to it—she simply did not disallow it.

Sir James Russell asked if an Ordinance that gave the Council power to confiscate private rights had the same force, if only approved by the Secretary of State for the Colonies, as if it had been considered before the Queen in Council?

Mr. Francis—My contention is that even if the Queen sanctioned the Ordinance it would have no more validity, and would be equally beyond her legislative powers. It is contrary to Magna Charta to give the royal prerogative to deprive a subject of his private rights.

Mr. Crook proceeded to quote further cases to show the power of the Council to pass the Ordinance, and argued that, that being so, the Ordinance was a sufficient bar to an action.

Sir James Russell thought there were two points raised—one was whether there was any invasion of private rights to entitle the owner to an injunction, and if so, whether it was barred by the Ordinance.

Mr. Crook thought an injunction did not apply to such an injury as the plaintiffs complained of. Under the lease the Government retained the right to resume the land if required, and therefore an injunction was not the remedy, because it would stop the Government from exercising their right under the Ordinance. If they could resume the land they could surely resume any rights pertaining to it.

Mr. Francis—I should say they were indistinguishably attached to it.

Mr. Crook further submitted that the plaintiffs were too late; the work had been going on since the Ordinance was passed in May 1880, and as the plaintiffs only took steps when they were not entitled to ask that the work be suspended. The lot was only used as a site for the City Hall, and the reclamation could not affect the plaintiffs' rights; they were not riparian owners. Special damage would have to be proved—not merely inconvenience—and against that it would be shown that no special rights of access were conceded in the lease. A very great deal had been made of the words "Marine lot" in the plaintiffs' affidavits, but that, he urged, was only a designation in registering the land, signifying its location, and not necessarily implying riparian rights. Even if it did, the limited use of the City Hall made an invasion of its foreshore rights very unimportant as compared with those of a dock or a ship. In 1887 a despatch was sent by the Secretary of State in which he distinctly stated that wherever a lot was built in front of a marine lot so as to interfere with the purposes for which the latter was used, the Government could give compensation.

Mr. Crook then read an affidavit by Mr. Bruce Shepherd, Land Officer, who said that he was Secretary Land Commission in 1884, and that the lot in question was a marine lot in Hongkong. There were two kinds of marine lots—some had a right of access to the shore, and others were bounded by the Praya, and had other lots between them and the water. The Crown had never ceded its right to the foreshore except by special arrangement.

An affidavit by Mr. Bowdler, Assistant Surveyor-General in 1874, was then read. He said that as far as his experience went there was no instance where the Government had done anything to forego their rights to the foreshore prior to as he knew, marine lots possessed no special right of access to the sea.

Mr. Crook, in conclusion, asked that the rule be discharged.

Mr. Francis asked for permission to cross-examine on the affidavits.

Mr. S. Bowdler, cross-examined, said that he did not know of any question regarding any of the rights of access of the sea as had been arisen before previously disputed in this colony. As far as he was aware the Government never admitted such rights as were claimed by plaintiffs in this case.

Re-examined—He had never known the Government to do anything to show that it had abandoned its rights to the foreshore as it might see fit.

Mr. Bruce Shepherd, cross-examined, said that that which constituted a marine lot was what was covered by the sea. There were 70 or 80 such lots sold here, covered by the sea. He had plans to show which were marine lots covered by the sea. Some of the marine lots were covered by the sea, and some were covered by the sea. Marine lots were those that were covered by the sea, or in other words, under the sea. In his opinion marine lots were those lying to the North of Queen's Road and those to the south thereof inland lots. Marine lots were divided into two classes—marine and sea lots. Foreshore was land lying between high and low water marks. There were now about 80 sea lots and 70 marine lots originally

fronting the sea which had had houses interspersed between them and the water by means of reclamation. He did not know how many of the Praya lots were known as marine lots.

Re-examined—In all cases where there had been an extension of marine lots it had been done by special arrangement with Government. Mr. Francis, in summing up, said neither a lease nor the Government could in any way interfere with the foreshore of a marine lot unless by special agreement. As soon as Government leased the land to Mr. Ryrie as a "marine lot" it waived its right to do as it pleased with the foreshore. He did not deny the rights of Government as regarded the property of the lot, but he did deny the rights of the Government of interference with the foreshore. He did not think of the Crown, but submitted that they were exceeded in this case.

Sir James Russell—I have heard your quotation from Lord Kausford's despatch and am of opinion that it is most fair to one—that anyone who suffered by action of the Government should be fairly compensated.

Mr. Francis, continuing, said the shareholders in the City Hall looked forward to profit from their investment, and held a common lease with the sole prohibitions that they must not sell or mortgage it, or change its use. If it were put back 150 or 250 feet from the sea its value would be considerably diminished.

Mr. Justice Clarke—You haven't shown that Mr. Francis pointed out that Mr. Ryrie had sworn that in his affidavit.

Sir James Russell rejoined that it was question for damages in a case where the plaintiffs only paid \$1 a month rent.

Mr. Francis contended that no damages could be assessed—that it was a case for a perpetual injunction.

Sir James Russell did not see how the City Hall could suffer by the building of houses between it and the sea.

Mr. Francis thought it would. For instance the Committee had considered the desirability of letting the basement to the Rowing Club, which would be impossible if access to the sea was cut off. The remainder of his argument was directed towards obtaining an injunction, which, he said, would have been readily granted if it had been only a question between two individuals.

Mr. Justice Clarke—Is it your suggestion that the Court makes a difference between the case of an individual and of the Government?

Sir James Russell—If he does I don't think that he means to cast any reflection on the Court. Mr. Francis protested that he had not intended to convey anything of the sort.

Mr. Justice Clarke—Well, it is otherwise an entirely meaningless remark.

Sir James Russell—Perhaps it was said unintentionally we must take it differently, but you said that if this dispute was between two private parties an injunction would have been granted at once.

Mr. Francis—I say that I should not have been before the Full Court if this had not been a Government case.

Sir James Russell—You probably would.

This is an important work that the Government has undertaken, and the Full Court has sat in order that there may be immediate appeal if desired by either side. You are asking for what is practically the stoppage of a great public work.

Mr. Francis thought he could not appeal on an interlocutory injunction.

Mr. Justice Clarke thought he could.

Mr. Crook took the whole responsibility of bringing the case into Court, and looking at the importance of the issues, he thought he was justified in doing so.

Sir James Russell—Well, I don't think it is worth while carrying it further—I don't think Mr. Francis intended to draw any improper inference.

Mr. Francis said he had no recollection of saying anything that could be so construed. After some further arguments.

Their lordships reserved their decision.

## CHINESE CHARACTERISTICS.

(Continued.)

Mr. Wodehouse continued the hearing of the Su Fei Wan extradition case, at the Police Court to-day. Our readers will remember that some very interesting details respecting Chinese funeral rites and ceremonies came out in the evidence of Dr. Eitel, Inspector of Schools, at the hearing last Friday. That evidence was supplemented to-day by the proceedings, which attracted the attention of the Court this afternoon.

Chun Kai Ming was recalled and said that the customs referred to by him were part and parcel of the early education of all Chinese subjects, and could not be varied in essentials. Occasionally, however, in some districts, they were altered in insignificant details. He had heard the evidence of the "nephew" read over, and it appeared to him that the widow could not have performed the functions of *Sheng-kai*, chief mourner.

Paik-tsun, a magistracy clerk of Heungshan, near Canton, said he had known cases where widows had acted as chief mourners.

Cross-examined—He was a scholar, and had read the Book of Rites; but did not remember its fundamental principles. He did not know how many volumes there were in the Book of Rites. He submitted that he did not know what the very first chapter of the Book of Rites contained; he could not quote from it. He had heard of the Imperial Code, but had never seen it. He had seen sent down to Hongkong by orders of the chief magistrate at Heungshan, near Canton, who had himself been in Hongkong on business connected with the prisoner's extradition. He was positive that a widow might become the chief mourner at her husband's funeral in Heungshan district, and that she could follow her husband's corpse half way to the grave, when she would return to her house, leaving the other mourners to go on and bury the dead. Granting that it was lawful for a widow to become the *Sheng-kai* (Chief mourner) and that she would, as such, only go half way to the grave, he really did not know how she would perform the duties of *Sheng-kai* at the grave, (great laughter) amidst the witnesses carefully "stepped down" and Mr. Caldwell resumed his seat.

After some further cross-examination of witnesses for the prosecution Mr. Caldwell summed up at length, pointing out serious discrepancies in the evidence of the two chief witnesses for the prosecution. He was followed by Mr. Hastings, on behalf of the Chinese authorities.

His Worship in delivering his decision at considerable length complimented the solicitors for the prosecution and defence upon their ability and the careful way in which they had put the case before him. He considered that the evidence as to Chinese funeral rites and ceremonies as put forward by the defence was not sufficiently substantiated, and that the case for the prosecution was the stronger as he had known it to be in previous extradition cases.

He would therefore commit the prisoner to gaol for 15 days during which period his solicitor could appeal for a writ of *habeas corpus*. In reporting the case to the Attorney-General he would, he said, be glad to include any points which Mr. Caldwell might bring to his notice.

Mr. Caldwell—I shall be happy to do so.

His Worship—Well, you can do so. For instance, evidence as to the prisoner's residence in Hongkong and his character, which have I may point out, not yet been brought forward in the defence.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE "GRAND HOTEL."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Will you kindly allow me, through the medium of your paper, to ask the public of this Colony (now that I am in some difficulty with regard to the renewal of my license) if there is any one amongst them who can say anything against my character? I have always had the reputation of being a capable and straightforward business man, and I am grieved and surprised that my name has come into question over licensing affairs. I have kept up the business of the "Grand" for the past five years, and have not had one single police report against me. There are numerous gentlemen, business people and merchants, who could testify as to my ability as a business man, and my respectability as a citizen of Hongkong.

Some few weeks ago there was a court case came before the magistrates for hearing touching a quarrel with a boarder in my hotel and a former employee; I beg to inform the public I was not within half a mile of the premises at the time the quarrel took place, and therefore couldn't very well prevent it, and if this affair has anything to do with my present circumstances I would ask the public if it is fair that a proprietor, after fitting up, an establishment the tune of some nine thousand dollars, is called upon to let it and the property come to rack and ruin, in consequence of a mere quarrel, which occurred when he was half a mile away from the premises?

Yours, &c.,  
THE PROPRIETOR, "GRAND HOTEL,"  
Hongkong, 12th November, 1890.

## THE COST OF GROWING AND PREPARING TEA.

In the August issue of the *British Trade Journal* a correspondent, at Shanghai, called attention to the outlook for establishing tea factories in China, and desired to be informed as to the cost of growing and preparing tea in other parts of the world. Since the publication of his letter there has come to hand a series of figures dealing with the yield and cost of tea-growing for the year 1889 in Malate, East Ceylon, on what is described as one of the finest estates, that of Mr. Joseph Fraser at Damboogalla—which thirty years ago was devoted principally to coffee growing. From these statistics we gather that the cost of 92,210 lb. of tea f. o. b. was 28,553 cents per lb. although more than 12 per cent. of the cost was for manuring. Here is the list of all expenses in rupees and cents, and the percentage of these expenses on a lb. of male tea secured:

	Cost per lb.	Per cent.
Superintendence	3.819	3,521.60
Tools	1.50	1,346
Roads and Drains	5.0	4,479.77
Bungalows	7.2	6,480.00
Lines	0.41	37.95
Stock	1.47	1,325.55
Timber Trees	3.07	2,743.43
Contingencies	6.12	5,464.39
Manuring	3.871	3,459.02
Wearing	3.071	2,743.43
Planting	0.973	872.02
Plucking 92,210 lb.	8,270	8,058.03
Manufacture 92,210 lb.	8.00	7,176.51
Fuel 92,210 lb.	4.06	3,648.28
Packing Cases, Load, &c.	2.449	2,257.50
Tea House and 19,210 lb.	2.20	2,007.77
Machinery	3.55	3,214.99
Transport to Colombo	1,370	1,268.57
Shipping	5.11	4,719.09

92,210 lb. costs 28,553 R 26,328 52  
Another table shows that there was a 25 per cent. increase in the yield year by year, and that much heavier crops were gathered from virgin soil, or land previously cropped only with chin-chona, than from old coffee lands. It is the opinion of competent authorities that the net return for the whole crop is such as to make the percentage of profit on outlay as good as that of any of the celebrated Indian tea companies.

The best returns in the table before us regarding Ceylon are those from land which had been under chin-chona for three years, the trees being from five to six years old. Here the yield was 865 lbs. in 1889, 342 lbs. in 1888, and 267 lbs. in 1887. Land which had been under coffee for thirty years yielded per acre in 1889, 313 lbs.; in 1888, 222 lbs.; and in 1887, 96 lbs. per acre.—*Mercury*.

## STRANGE FOODS.

In a recent issue of the *Scottish Review*



Hongkong, Peking, Chungking, Tientsin, and Kiangsu. The first named is in the central province. The capital is called Han-tow (Seoul) after the river Han. It is 40 H. round, backed on the north and west by mountains, and facing it on the east rise two precipitous hills called Tien-mo and Yungo and not far to its south rushes the Han river, which has a rise and fall of 40 feet.

To defend the five thousand l. coast-line of this country of inexhaustible mineral wealth, lying so near to both Russia and Japan, is a problem for which, however difficult, we must find a solution, and that soon. We have now a fleet of at least 60 war-vessels of wood or iron, divided into the Northern & Southern Squadrons, the former the more powerful. It would be a good plan to establish, at some port equidistant from north and south, a naval depot as the headquarters of a fleet of say 10 vessels, to be constantly exercised as a flying squadron, visiting by turns the Tumen river on the north, the Haenan waters on the south, or Taishan and Liukiu on the east. At Port Arthur, in Fengtien, Weihai in Shantung, Singi in Korea, Tamsui in Formosa, Heliow in Kuangtung, Chusan in Chekiang, and Tientsin in Kiangsu, some such a distribution, from whatever quarter a surprise was attempted, a first line of defence would be ready, to reinforce which assistance could quickly arrive. If China is strong, Korea will be left alone, and we may even open new ports in it to foreign intercourse, not only without danger, but with increased safety. Such might be in the province of Hawking Lifeng, Sungiao and in Kiangyuan, Sanshe, Welchin in Kiangshang, Ch'ang-yuan in Taidiao, Wuan in Peking, Sanhai.

Land defence should occupy our attention, as well as the efficiency of our fleet. By land we have been even more successful in war than by sea, and attackable points on the Korean coast should be so fortified and garrisoned as to ensure the annihilation of a hostile landing force. They should have as did the French who landed at Kichung, when Liu Ming-chuan in one action took from them 8 cannon and 3,000 rifles. Along the Tumen, the brave Korean tiger-hunters should be encamped, as the eight banners of the Tartars are camped in line elsewhere, to guard the frontier.

The Russians (of whose trustworthiness as neighbours the Deer Island incident was such a striking instance) began in 1887 their Eastern Siberian Railroad, under the direction of Baron Sibirsk, Governor of the Ussuri province, and General Ignatieff. This was to be finished in five years, when from St. Petersburg to Vladivostok, 28,000 Chinese (9,000 miles), trains will come in fifteen days. Since they obtained from Japan, in exchange for the "Thousand Islands" (the Kuriles), "Pangalao" (Saghalien)—now called by its old name "Ryuch"—they have been developing the resources of that large island and colonising it with troops, with the greatest energy. By the time the Russian railway is finished, Korea will be in a dangerous position unless we also move in the meantime.

Last year when the Governors of Chinese provinces were reporting on schemes for railways in China, the defence of Liaoning was referred to, and it was suggested to carry a line through from Shanhai-kuan to Fengtien, thence N.E. to the N. bank of the Tumen and Kichin. A powerful garrison should be placed on the Tumen to keep in case of need with the garrison at K'angning and K'ing-yuan. In case of hostilities arising between Russia and Korea, we should then be able to attack the right flank of the invading force with our troops from Ningrata and to meet them with our forces of Peking. From their rear we should come on them with our fleet attacking Hunchin, and on the Tumen river we should assail their left flank. With the southern Korean coast in addition strongly fortified, it is difficult to see what the Russians could gain by an attack on Korea.

Thus Korea may be placed in a good position as regards defence, without making her into a province of China, as we are now advised by some to do, but leaving her still tributary, with internal autonomy, free and encouraged to remove abuses of government and develop her vast resources—mining, commercial, and military. To defend her we shall not be obliged to draw closer the political ties that unite her to us, or to throw large garrisons of Chinese troops into the country. All that we need is to strengthen our naval power and make invulnerable to attack our own Kichin and the classic regions of the Long White Mountain; our neighbour and tributary can do most of the rest herself.

[Abridged from *Hu Pao*, 27th and 29th October.]

## SOOCHOW.

(FROM OUR OWN CORRESPONDENT.)  
Over against the painful tale of flood and want that come to you from the North, let me place the tale of plenty and plenty from the Yangtze River the rice crop is unusually fine. I have recently been from Hangchow to Shanghai, and along the whole line I found that the rice crop, already partly harvested, is abundant. By actual count I found that rice stalks with 50, 60, and 70 grains are common; 80 and 90 frequent, and 100 by no means rare; 145 was the highest. Making all due allowance for loss it is safe to say that the farmers are now reaping thirty or forty bushels of rice for each bushel of seed sown. The cotton crop, however, is very light owing to dry weather. The export of cotton to the ports of Japan is increasing year by year, and this partial failure of the crop will be felt by both China and her enterprising neighbour.

On account of the great rain last year the tow-path along the line of the Grand Canal from Soochow to Hangchow was covered by from one to four feet of water, and in many places almost washed away. Along the side of the canal, at the edge of the water, there have been for years a rugged line of large stones that have damaged many boats. Whenever a broken bridge was found, the stones were many and the danger specially great. A considerable outlay has been made this year to effect much needed repairs. These stones (which have saved the lives of thousands by not knocking holes in the bottoms of their boats) have been hauled out of the water and put down as the foundation of a newly widened and heightened embankment, on whose top the tow-path runs. Bridges that spanned the creeks which cut the tow-path in two have been repaired, in a few cases new bridges have been built. The result is a very great improvement in the tow-path. South and south-east of the Great Lake there are many lakelets. The traveller in that region sees a great deal of water beyond the tow-path. This has led in some cases to putting the telegraph poles on the tow-path embankment. The raising of this has piled a lot of earth around the feet of the poles. But I saw, between the towns of Pingwang and the prefecture city Kiching, a few poles (near numbers 100 and 120) that ought to be replaced by new ones.

No small stir was lately caused in Soochow by a bold thief, who entered a temple and stole the gold heart and silver bowels of a much-talked-of idol. "Some of the missionaries are asking the people, whose minds are full of this event, 'How can you trust the salvation of your souls to these gods that cannot take care of the treasure hidden in their own bellies?'"—*N. C. Daily News*.

## NEWCHANG.

(FROM OUR OWN CORRESPONDENT.)

October 29th.  
The frosty weather keeps off unusually long, for although the thermometer has been within half a degree of freezing point, there has not so far, been any ice, nor have we yet had one of those blustering snowy days, that are apt to astonish new arrivals. In fact the weather is deliciously fresh and pleasant. Steamers and sailing vessels are making their appearance for the purpose of new pulse shipments, but some are obliged to be satisfied with such stocks as remain from last year, as new season's peas are no down yet in any quantity. Growers, however, or speculators are asking high rates, and shippers will have to pay or lose a large sum for freight engaged. The *Layuan* is taking another cargo of millet for Tientsin, and the *Yungching* just in, some say, will also ship millet, others have it that she will go to Shanghai. Very large quantities of cotton are coming, a great many bales having already been imported. As the season advances, imports of all kinds increase, and this with the large exports, make the port look very busy. If the weather keeps fine all will be well, but one cannot tell how long it will last, although the general idea is that the winter will not be earlier than last year. This is a tolerably safe prophecy, and to attempt anything more oracular would be ambitious.—*N. C. Daily News*.

## PEKING.

(FROM OUR CORRESPONDENT.)

October 30th.  
The markets of Peking present some strange fluctuations of late. At the beginning of the summer, grain was cheap and meats of various kinds very dear. Now the reverse of this is true. Mutton can be had for 6 cents per catty, while grain is at the high water mark. The best rice is 8 cents per catty, millet 7 cents per *tau* and all grains in proportion. The cheapness of mutton is explained by the fact that during the heavy rains, the flocks of sheep on the Mongolian plains were not driven to Peking because of the impassable roads. Just as soon as the rains are over, the flocks pour in and the markets are full of the best meat at the lowest rates. The grain is very expensive; it would seem as though meat was in reach even of the poorest. Chopped straw for horses, last year 80 cents per hundred catties, in now \$2.20, and the price is still going up.

Fine mules can now be purchased at very low rates, as the farmers from the distressed regions are bringing their animals to Peking in great numbers for sale. Financial stress seems never to affect one market in Peking, and that is the bird market. On the great street near Four-paw you can easily find this market by the throngs of people. There you will find fancy birds at fancy prices, large birds like the hawk, owl and falcon, all varieties down to the little peewees which sell for a cash or so each. Often a whole cage-full will be purchased by some benevolent individual and set at liberty, often, however, only to be re-caught in a short time.

The distress in Paothien is confirmed not only by the representations of Father Watson, but also by the flocks of people from that region now coming to Peking to take advantage of the soup kitchens in the city. The suffering there is most real. The writer met an official from Paothien coming to Peking to solicit a share of the famine relief funds so liberally given out by the Government. The remark being made that his cart seemed heavily laden for the luggage he had, he replied that he was taking a large sum of silver to see the officials in Peking, so that his communication would be received. The reference to the *N. C. Herald* to the fact that the people of Paothien were passed by in previous distributions of grain and that fact is that doubtless, the help given to the officers was too small to secure their interposition. That the management of Famine Relief funds is a most desirable position is proved by the fact that an officer in a lucrative position in Peking resigned in order to take up relief work with less assured pay and a precarious tenure of office. It seems the very irony of fate that these poor people with their benevolent magistrate who has resigned a good share of his income, should be obliged to empty out the few cash they may have and remain in order to see the well-paid officials in Peking.

Agape of the above is the fact that the last inspection of the Imperial granaries reveals a deficiency of 15,000 *tau* of rice. It is not the usual time of official visitation and would not have taken place except for the long and loud complaints from the poor people that the black millet and rice dealt out to them could not be eaten. The crafty guardians of the granaries had been dealing to the famine-stricken people grain which was supposed to be (and really was) spoiled beyond use, and had been selling the good rice and filling their pockets with the silver. A strict investigation is ordered and will doubtless result in the conviction of the thieves.

An honest Censor is again the subject of the Emperor's wrath. In imitation of Chien Lung (1723 A.D.), the Emperor had designed a great feast and celebration in honour of the sixtieth birthday of his aunt, the Empress Dowager. The great hall in honour of the occasion which had been built by his ancestor, Chien Lung, now in decay near the Yuan Ming Yuan, was to be reconstructed and his filial devotion, besides to exhibit his filial devotion. The Censor memorialized the throne to the effect that in view of the disastrous rains and the poverty of the people, such an expenditure of money would not be appropriate at the present time. Hence the degradation of the Censor, and his relegation to private life.—*N. C. Daily News*.

## Today's

## Advertisements.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"CHINGWU,"

T. Stainton, Commander, will be despatched as above TO-MORROW, the 13th instant, at Noon.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 12th November, 1890. [1520]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 14th November, 1890, at 2.30 P.M., at his Sale Rooms, Duddell Street,

THE WELL-KNOWN FINE

THUNDERBOLT, VENTUROUS, ORBIT,

and SANDPIPER.

TERMS OF SALE.—Cash after fall of hammer.

G. R. LAMBERT, Auctioneer.

Hongkong, 12th November, 1890. [1525]

Intimations.

# HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

SPECIAL DISPLAY FOR EVENING PARTIES.

EVENING RECEPTIONS.

DINNERS.

COSTUMES.

FANS, SHOES, GLOVES, FLOWERS.

SILK HOSIERY, &c.

SPECIAL DISPLAY.

## HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ltd.)

Hongkong, 8th November, 1890.

Intimations.

# MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Prava West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks on the Harbour.

THE TABLE D'HOTE will be supplied with the best of the market can provide.

THE BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [476]

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in FRERAMONS' HALL, Zealand Street, THIS EVENING, 12th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.

Hongkong, 12th November, 1890. [1524]

THEATRE ROYAL CITY HALL, HONGKONG.

GRACIE PLAISTED'S "MY SWEET HEART" COMPANY.

TO-MORROW, THURSDAY, 13th November, DONIZETTI'S "DAUGHTER OF REGIMENT."

SATURDAY, 15th November, "MAN O' LA."

Box Plan at Messrs. KELLY & WALSH'S, CHAS. HARDING, Manager.

Hongkong, 12th November, 1890. [1549]

Intimations.

# KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1072]

NOTICE.

FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BRAUN, LARD IN BLADDERS, Fresh and Pickled ENGLISH, PORK, SAUSAGES, &c., &c.

Also, BEEF in joints and corned, BLACK PUDDINGS, Pork and Game PIES.

S. R. GALE.

Shanghai, 10th October, 1890. [1374]

NOTICE.

JYVE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JYVE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

London, 10th June, 1888.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 2, Queen's Road Central. 1891

K U N L U N, No. 9, WYNDHAM STREET.

CHINESE PORCELAIN WARE and CURIOS, &c.

CHINESE EMBROIDERIES, EMBROIDERED MANDARIN CLOTHING, &c.

Prices very moderate.

Hongkong, 25th October, 1890. [1484]

FOR SALE.

NEW LAUNCH "MARTIAL" Length Overall, 47ft. 6in., Beam, 8ft. 6in., Draft, 3ft. 6in., Compound Engines, Speed about 8 Miles per Hour.

For particulars apply to G. R. STEWART, 12, D'AGUIAR STREET.

Hongkong, 5th November, 1890. [1327]

## Intimations.

## Intimations.

NOTIFICATION. BRITISH NORTH BORNEO &amp; LABUAN. REVENUE FARMS FOR 1891.

THE Government are prepared to receive Tenders for the following Farms for 1891:

1. *The Opium Farm*.—Including the sole right to import raw or manufactured Opium for consumption in the Colony of Labuan and its Dependencies, and in the State or District of British North Borneo to which the Farm applies, and to prepare and sell and to license others to prepare and sell Opium, Chandoo and Opium Dross.

The Regulations governing the Farm are contained in Labuan Ordinance No. 11, of 1871, adopted in British North Borneo, and in Notification No. 111 of 1889.

The Maximum retail prices allowed by the Regulations are as follows:—

Tobacco.	Cheese.	Hoon.	Not more than
6	8	0	10.00
3	2	0	5.00
0	6	2	1.00
0	1	9	0.50
0	0	1	0.10
0	0	1	0.05
1	Ball	raw	Opium.

2. *The Spirit Farm*.—Including the sole right to import and to sell and to license others to import and sell Chinese Wines and Spirits, and to sell and to issue retail and wholesale licenses to sell all other Wines, Beer and Spirituous Liquors.

The Farm is governed by Proclamations No. VIII of 1889 and III of 1881.

3. *The Pawnbroking Farm*.—Including the sole right to keep and to license others to keep Pawnbroking Establishments.

The Farm is governed by Labuan Ordinance No. 111 of 1868 as amended by Ordinance No. 1, of 1872, and Notification No. 131, of 1889.

4. *The Gambling Restriction Farm*.—Including the sole right to keep and to license others to keep Gambling houses, and to issue permits to Gamble.

The Farm is governed by Proclamations No. 11 of 1881 and VII of 1889 and Notification No. 108 of 1889. It does not extend to Labuan.

5. *The Customs Farm*.—Including the sole right to collect all Import and Export Duties, payable to Government viz:—On the East Coast

—Export Duties on Rattan, Gutta, Wax, Birds-nests, Timber, and all jungle and sea produce.

Import Duties on Tobacco, Spirit, Salt and Match. On the West Coast—Export Duties on all jungle and sea produce, the same as for East Coast District. Import Duties on Salt, Spirit, Tobacco, Match, Iron, Brass and Cloth.

6. *The Blachan Farm*.—Including the sole right to catch shrimps and to manufacture Blachan and to license others to catch shrimps and to manufacture Blachan.

7. *The Birds-nest Farm Darvel Bay*.—Including the sole right to collect the Government Share of 10% on all nests from Madal and Segalong Caves.

A separate Tender must be submitted for each of the above Farms.

Each tender must be for one or more of the following Districts or places, and if the Farm of more than one of the Districts or places mentioned is applied for, a separate Tender should be submitted for each District or place viz:—

1.—The whole State of British North Borneo, extending from Sibong River in Padas Bay on the West Coast, to Sibucco Bay on the East Coast, and also the Colony of Labuan and its Dependencies, as regards the Opium Farm only.

2.—The East Coast District from Tanjong Inarutang to Sibucco Bay including Darvel, Labuk, Sugui, and Sandakan Bays, Kinahtangan, Segama and all rivers within the District.

3.—The Simporna District from Simporna to Batu Tenagat.

4.—The West Coast District, from Tanjong Inarutang on the North to Sipitong on the south, including Banguay and Baim-bangan Islands and also the Colony of Labuan as regards Opium only.

5.—Kudat District.—From Tanjong Inarutang to Sampangmangio Point including all Rivers in Marudu Bay and the Island of Bawang and Balamangio.

6.—Gaya District.—From Sampangmangio Point to Bangawan River including Tampassuk, Abai, Ambong, Sulaman, Turan, Gaya Bay, Putatan, Papar, Kimanis and all Rivers south to and including Bangawan.

7.—Padas District.—From Kuala Penyu to Sipitong including Klias, Padas-Damit, and Padas Besar and all Rivers south to and including Sipitong; also including the Colony of Labuan as regards Opium only.

8.—The Colony of Labuan and its Dependencies.—For Opium only.

Each tender should state the monthly payments for the year 1891.

Tenders for the Opium Farm for the whole State, and the Colony of Labuan or for the East Coast District and for the Spirit, Pawnbroking, Gambling Restriction and Customs Farm, East Coast or Sandakan, will be received by the Government Secretary, Sandakan, on or before 30th November. All tenders should be under Seal and marked "Confidential Tender for Revenue Farm."

Tenders for the Farms for separate Provinces, such as Kudat, Gaya, Padas, Darvel Bay or Labuan will be received by the Officer-in-Charge of the Province or Colony on or before 15th of November.

The Government does not bind itself to accept the highest or any tender.

Each tender should specify in full the names, residences, and occupation of the persons tendering, and should give similar information as to the proposed securities.

Persons who do not wish to tender in their own names may use a number of not less than 3 figures; but those doing so should send their names with the number used in separate envelope, marked "Private," to the Governor at Government House.

All Farms are subject to the Laws and Regulations now in force, or which may from time to time be enacted or issued by Government concerning the same.

Any further information on the subject may be obtained from the Treasurer-General, Sandakan, or from the Officer-in-Charge of the different Districts or Stations, and from the Company's Agents in Singapore or Hongkong.

By His Excellency's Command.

L. R. BEAUFORT, Government Secretary.

GOVERNMENT SECRETARY'S OFFICE, Sandakan, 21st September, 1890. [1402]

## NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS

1, Ice House Road are suitably lighted to produce all styles of Portraiture in any weather.

CABINETS from \$6 a dozen.

CARTES DE VISITE from \$3 a dozen.

LIFE SIZED BUSTS in Colours, or Black &amp; White.

IVORY MINIATURES, &amp;c., &amp;c.

NEW VIEWS OF HONGKONG and the Coast Ports are always ready.

Hongkong, 24th September, 1890. [1340]

## Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LIVERPOOL AND SINGAPORE.

THE Company's Chartered Steamship "ANTONIO"

having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 15th inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 8th November, 1890. [1542]

## UNION LINE.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND SINGAPORE.

THE Steamship "GLENOCHIL"

Captain R. Hay, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for counter-signature and to take immediate delivery of their Goods from along-side.

The steamer is berthed at Kowloon Piers and Cargo immed. her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

RUSSELL &amp; Co., Agents.

Hongkong, 6th November, 1890. [1513]

## Notices of Firms.

NOTICE.

DURING my absence from Hongkong Mr. J. R. MICHAEL will attend to my business.

E. H. GORE-BOOTH, Hongkong, 28th October, 1890. [1494]

## NOTICE.

MR. MAHOMEDBOV FUCKEERANY being about to proceed to Bombay, Mr. SOOMARBOV MOWFEE assumes charge of my business from this date, and is authorized to sign the Firm in Hongkong and China.

EBRAHIMBOV PABANEV, Hongkong, 1st November, 1890. [1512]

## Insurances.

THREE IMPORTANT FACTS ABOUT THE STANDARD LIFE OFFICE.

1.—HALF A MILLION STERLING per annum is being paid in Death claims year by year.

2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.

3.—THE LIVES who die are annually replaced by more than double the number of new carefully selected lives.

ADAMSON, BELL &amp; Co., Agents, Hongkong.

082-3]

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN &amp; Co., Agents.

Hongkong, 1st July, 1889. [156]

## GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN &amp; Co., Hongkong, 1st July, 1889. [157]

## NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &amp;c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD, WEST, Hongkong, 1st February, 1889. [1517]

## GENERAL NOTICE.

THE ON TAI



## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

## THE U. S. Mail Steamship

## "CHINA."

will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
To Liverpool.....325.00  
To London.....332.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (on the same vessel) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to those who have sailed from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 4 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50, A. Queen's Road Central.

C. D. HARMAN, Agent.

Wednesday, 25th October, 1890.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of November, 1890, at 11 A.M., the Company's Steamship "BRAUNSCHEWIG," Captain A. Meler, with MAELS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA, Specie and Parcel until 4 P.M., on 22nd November, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

HONGKONG, 27th October, 1890.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

## THE Steamship

## "BELGIC"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 25th November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
To Liverpool.....325.00  
To London.....332.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (on the same vessel) within one year will be allowed a discount of 10 per cent. This allowance does not apply to those who have sailed from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, A. Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 27th October, 1890.

## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ADEN, SUEZ, PORT SAID, MALTA, GIBRAITAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

## SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROSETTA," Captain E. Crew, with Her Majesty's Mails, will be despatched from this Port for BOMBAY, on THURSDAY, the 13th inst., at Noon, connecting with the "ORIENTAL" at that port which vessel takes on her cargo for LONDON, via SUEZ CANAL, leaving Bombay on the 6th December.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, 11th November, 1890.

## CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

BATAVIA.....TUESDAY.....Nov. 18th.

AYTHYA.....THURSDAY.....Dec. 4th.

PARATHIA.....THURSDAY.....Dec. 25th.

BATAVIA.....SUNDAY.....Jan. 25th.

## THE Steamship

## "BATAVIA."

Captain Williamson, sailing at NOON, on TUESDAY, the 18th November, will proceed to VANCOUVER, via KOBE, and YOKOHAMA.

## RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$215.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul.....\$230.00

To Chicago, Kansas City, Milwaukee.....\$245.00

To St. Louis, Detroit, Cincinnati.....\$250.00

To Hamilton, Kingston, London (Ont.).....\$260.00

Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.....\$290.00

To Quebec, Boston, Portland (Maine).....\$295.00

To Halifax, St. John's.....\$305.00

To Liverpool.....\$325.00

To London, via Liverpool.....\$330.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$350.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only. Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months at 25 per cent. off Return Fare.

6 months at 50 per cent.

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fare (Canadian Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

HONGKONG, 27th October, 1890.

Dr. Knorr's

ANTIPIRYNE.

(Dose for Adults 15 to 30 grains 4 or 5.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for DR. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

HONGKONG, 29th May, 1890.

[449]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Japan	Calcutta	November 12th	D. Sassoon, Sons & Co.
Melpomen	Bombay	November 12th	D. Sassoon, Sons & Co.
Titan	Liverpool	November 13th	Butterfield & Swire.
Pembroke	Bombay	November 13th	Adamson, Bell & Co.
Nilsam	Bombay	November 15th	P. & O. S. N. Co.
Belgic	San Francisco	November 17th	O. & O. S. S. Co.
Hector	Liverpool	November 19th	Butterfield & Swire.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Rosetta	P. & O. S. N. Co.	To-morrow, at noon.
London, via Suez Canal	Menelaus	Butterfield & Swire.	November 15th.
London, via Saigon, &c.	Chingwo	Arnhold, Karberg & Co.	Nov. 20th, at noon.
Bremen and Ports of Call.	Braunschweig	Melchers & Co.	Nov. 23rd, at 11 a.m.
Flume, via Bombay, &c.	Melpomene	D. Sassoon, Sons & Co.	Nov. 18th, at noon.
New York, via Suez Canal	Benvenue	Gibb, Livingston & Co.	Nov. 22nd, at 4 p.m.
San Francisco, via Panama	Delic	O. & O. S. S. Co.	Nov. 25th, at 4 p.m.
Vancouver, B.C., via S. &c.	China	Pacific Mail S. S. Co.	Nov. 22nd, at 4 p.m.
Sydney, Melbourne, &c.	Batavia	Adamson, Bell & Co.	To-morrow, 1 p.m.
Sandakan and Kudat	Catterthun	Russell & Co.	Nov. 18th, at noon.
Bangkok	Memnon	Butterfield & Swire.	About Nov. 17th.
Yokohama, via Nag., &c.	Chow Fa	Yuen Fat Hong	Nov. 14th, at 9 a.m.
Yokohama and Kobe	Ancona	P. & O. S. N. Co.	Nov. 14th, daylight.
Nagasaki, Kobe, &c.	Electra	Siemens & Co.	Nov. 14th, at 11 a.m.
Kobe	Pembroke	Adamson, Bell & Co.	About Nov. 13th.
Shanghai, via Amoy	Titan	Butterfield & Swire.	To-day.
Haiiphong	Clara	R. Marly	November 15th.
Swatow, Amoy, &c.	Falken	Douglas Lapsnik & Co.	To-morrow, daylight.
Else	Else	Melchers & Co.	Nov. 14th, daylight.

Intimations.

J. & R. HARVEY & Co.,

DUNDASHILL DISTILLERY, GLASGOW.

Established 1770.

SCOTCH WHISKIES.

Finest Pure Malt Scotch Whisky.

O.H.M. Old Highland Malt Whisky.

F.O.S. Fine Old Scotch Whisky.

V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt

Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples apply to

G. RENNIE STEWART,

12, D'Aguiar Street, Hongkong.

Sole Agent for China and Japan.

Hongkong, 28th August, 1890.

[1262]

PURE ICE.

IN from two to three minutes, by the Pulsometer, Engineering Co.'s Champion Hand Ice-Making Machines.

NO FREEZING POWDERS REQUIRED.

Will Ice Cakes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, &c.

The No. 1 Machine is very portable and compact—Measurements 24" by 18" by 12".

The No. 1 Machine can be seen and tried, and prices ascertained at the Office, No. 12, D'Aguiar Street.

All Machines tested by actual Ice-making before delivery.

G. RENNIE STEWART,

Agent, Hongkong.

[1213]

G. RENNIE STEWART,

MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT,

12, D'Aguiar Street, Hongkong.

AGENT FOR

J. & R. HARVEY & Co., Dundashill

Distillery, Glasgow.

McKenzie, Driscoll & Co. Wine Shippers, Jersey de la Frontiers, and Oporto.

Valentine Iron & Steel Co., Glasgow.

Pulsometer Engineering Co., London, Ice Machines.

Wilson & Baird, Engineers' Ironmongers, Glasgow.

Boyd & Robertson, Tweed Mills, Selkirk.

Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machines and Wood Working Machinery, Bottling and Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Pith Hats and Helmetts, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Tanned Leather, Patent Scandinavian Belt Girdles, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulsometer Engineering Co.'s No. 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890.

[1290]

NOTICE.

THOMAS KERR & Co.

ENGINEERS, BOILER-MAKERS

AND CONTRACTORS,

YAU-MA-TI ENGINEERING WORKS, KOWLOON.

OFFICE—No. 12, D'Aguiar Street.

Hongkong, 15th August, 1890.

[126]

SCOTT'S

EMULSION

OF PURE COD LIVER OIL

With Hypophosphites of Lime & Soda

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and without any long time.

AS A REMEDY FOR CONSUMPTION,

RHEUMATISM, GOUT, BRUISES, AND ALL AFFECTIONS OF THE BLOOD AND SKIN.

PREPARED AND ENDORSED BY THE MEDICAL FACULTY OF LONDON.

SOLD BY ALL CHEMISTS.

Agents for China and Hongkong: Messrs. A. S. WATSON & Co. (Limited).

Hongkong, 10th December, 1890.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

WINTER TIME-TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

10 to 12 P.M. every quarter of an hour.

12 to 2 P.M. every half hour.

3 to 7, 7:30 P.M. every quarter of an hour.

SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (NOON) to 2 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.

9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 21st October, 1890.

TOURISTS

ARE cordially invited to call and inspect our

choice collection of Japanese and Chinese

FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd., 16, Bond, Yokohama, next door to Parsani's Photographic Studio.

[127]

Geo. Fenwick & Co.,

LIMITED.

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS

FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this HARBOUR some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 26th August, 1890.

A. G. GORDON & Co., LIMITED.

ENGINEERS, LAUNCH BUILDERS,

GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWMANSTOWN, EAST POINT.

OFFICE: 9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May, 1890.

[124]

CARBOLINEUM AVENARIUS,

(REGISTERED).